

PART 8.

THE ILLUSTRATED WAR NEWS

SEPTEMBER 30, 1914

# THE ILLUSTRATED WAR NEWS



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# The Illustrated War News.

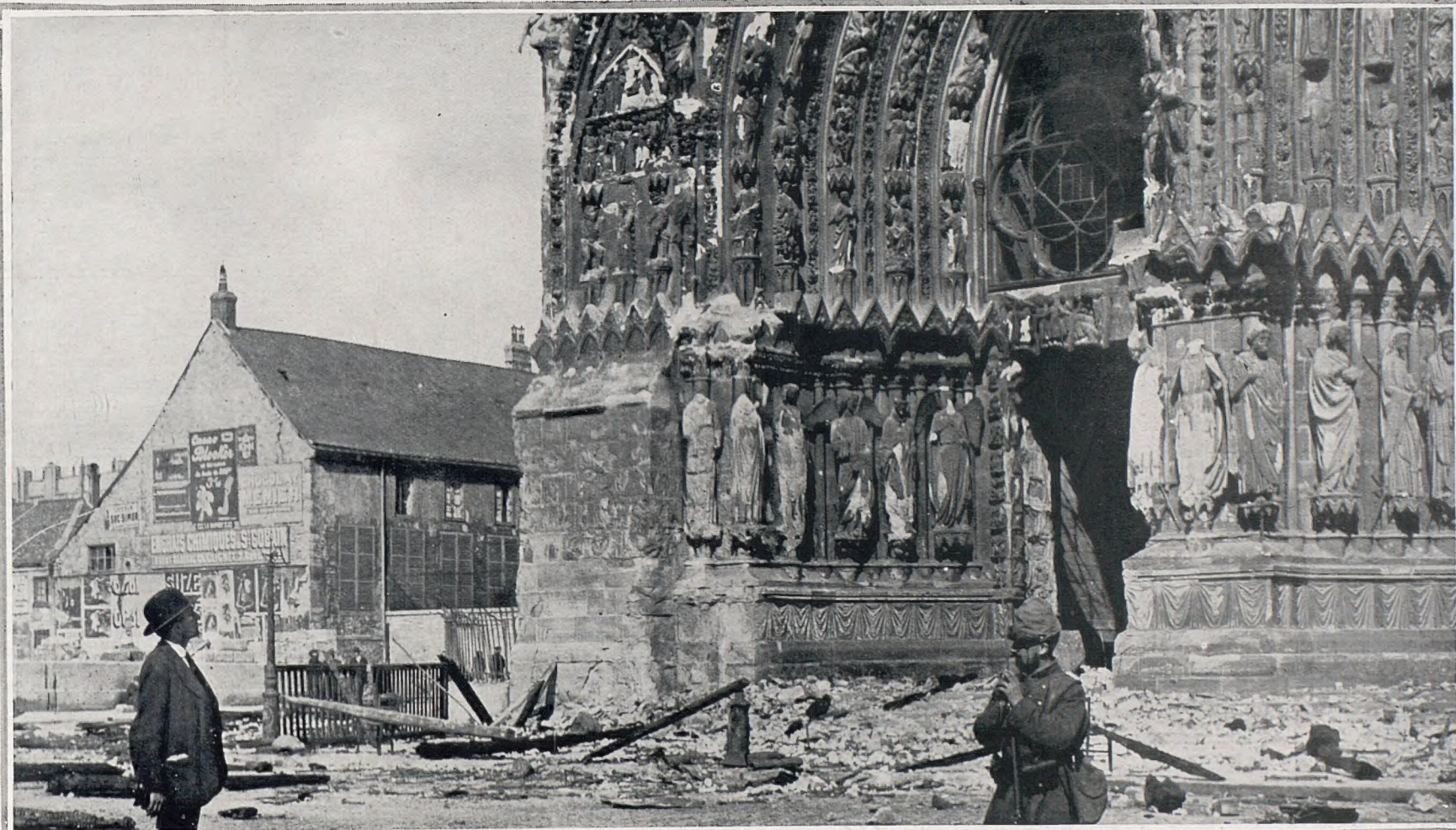


Photo. C.N.

THE CROWNING ACT OF GERMAN VANDALISM: RHEIMS CATHEDRAL—A DAMAGED DOORWAY AND A WINDOW WITH ALL ITS GLASS DESTROYED.



## THE GREAT WAR.

"HAVING repulsed repeated and violent counter-attacks made by the enemy, we have the feeling that we have been victorious." That was how a French commander addressed his Corps after three days' fighting on the Aisne; and Sir John French also adopted those words to summarise his own operations for the same period—operations which he otherwise described as consisting mainly "in bombardment, in gaining ground by degrees, and in beating back severe counter-attacks with heavy slaughter."

Differing in many respects from all its predecessors, the present war has been variously characterised as a "fortress war," a "war of positions," a "war of machines,"—especially of machine-guns—a "war of petrol," a "war of moles," and, above all, an artillery war. Formerly it was the infantry arm which formed the backbone of a battle—the cavalry and artillery being subsidiary and ancillary to it; but now these rôles would seem to have been reversed, and the foot-folk only move forward to complete the work of the guns in demoralising and demolishing the enemy.

The war has also been called a "petrol" one. "Everything," said a Staff officer, in writing home, "is done by machinery, and victory is to the man who has most petrol." In this respect it is really the first of its kind. The French were the first to recognise the military value of the automobile, and we were quick to follow suit, if somewhat cautiously; but the Germans have outstripped us both in the application of motor-power to mass-murder. Not only is their mechanical transport most elaborate, but they also have an enormous number of machine-guns mounted on armoured motor-cars; while

lorries or brakes are employed to hurry forward advance-parties of new troops to occupy strategical points. It was in this way that Luxembourg was seized and Liège summoned to surrender. But we are quickly learning our lesson. *Fas est et ab hoste doceri.*

And then as to the war being one of "positions" and of "moles," it is practically the same thing. This results from the fact that the spade has now become a much more potent weapon of war than the spear, and an equivalent in military value almost to a rifle. The pen has always been pronounced mightier than the sword, and now the same may almost

be said of the pick. The fighting round Mons and on the Marne was of the usual kind, but on the Aisne it came to be of the nature of siege warfare—one side entrenching itself against the other and refusing, like badgers, to be drawn. The Germans have paid us the compliment of admiring our skill in this respect, and comparing our "Tommies" in their trenches to troglodytes, or cave-dwellers.

"The English," wrote a Hanoverian officer to his parents, though he was captured before he could send off his letter, which now serves as a human document of a most interesting and illuminating kind, "are marvellously trained in making use of the ground. One never sees them, and is constantly under fire." Another German soldier wrote: "With the English troops we have great difficulties. They have a queer way of causing losses to the enemy. They make good trenches, in which they wait patiently. They carefully measure the ranges for their rifle fire, and they then open a truly hellish fire on the unsuspecting cavalry. This was the reason that we had such

heavy losses. . . . According to our officers, the English striking forces are exhausted"—which is quite wrong; while "the English people never

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LEADER OF THE GERMAN RIGHT WING WHICH TRIED TO ANNIHILATE THE BRITISH: GENERAL VON KLUCK.

General von Kluck has been Sir John French's special antagonist from the first. The assumption that he could "ignore" Sir John's army made him risk a flank march across the British front, which caused the German retreat from the Marne.—[Photograph by Record Press.]



COMMANDING THE AUSTRALIAN NAVAL FORCES WHICH OCCUPIED GERMAN NEW GUINEA: VICE-ADMIRAL SIR GEORGE PATEY.

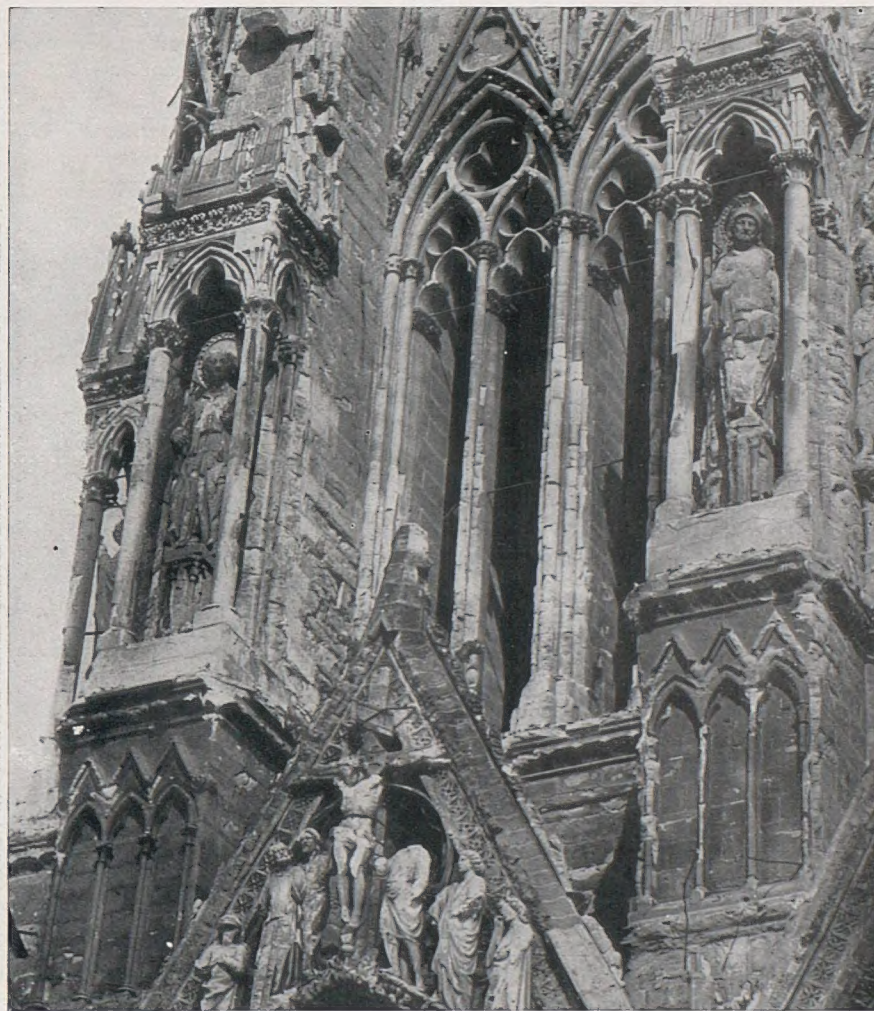
The Admiralty announced on the 25th a telegram from Sir George Patey that the capital of Kaiser Wilhelm's Land (German New Guinea) had been occupied by the Australian forces, and that the German forces there had been annihilated at Herbertshöhe.—[Photograph by Russell, Southsea.]





DAMAGED RHEIMS CATHEDRAL: A DOORWAY; AND A WINDOW WITH SHATTERED GLASS.

Numbers of the beautiful carved stone figures on the exterior of Rheims Cathedral were irreparably damaged by the German shells, some having their heads knocked off, as in the case of the figure next to that of Christ in the right-hand photograph. This photograph shows a portion of the walls immediately above the doorway seen in the left-hand photograph. Describing (in the "Telegraph") the damage



GERMAN DESECRATION OF RHEIMS: A CHRISTUS DAMAGED BY SHELLS.

done to Rheims Cathedral, Mr. E. Ashmead-Bartlett writes: "Of the wondrous medley of carved figures, covering almost to their summits the exterior of the north-west towers, the greater number are destroyed altogether or charred beyond hope of repair. Of those on the south-west tower some remain intact, whilst others are badly damaged and have crumbled away."—[Photographs by C.N.]



really wanted war"—which is quite right, this people being animated by the spirit of Polonius when he said to his departing son, Laertes—

Beware

Of entrance to a quarrel, but, being in,  
Bear't that the opposéd may beware of thee.

Hitherto we have borne ourselves so in this present quarrel that our opponents have come to respect and even admire us. The Kaiser's dream of "French's contemptible little army" has already been supplanted by a much more sober and a truer estimate of the British soldier. We have already seen how one German officer complained that the chief difficulties of his people were "with the English"; while another was candid enough to accord us priority of place in respect of oppugnancy, saying that "if we first beat the British, the French resistance will soon be broken"—while as for Russia, bah, a mere bagatelle! "The English are very brave, and fight to the last man," wrote another. Yes; and in spite of all their terrible trials and privations, the incessant attacks on them by day and night, their cheerless vigils in the rain-sodden, shell-suffused trenches, they were never for an instant so downhearted as their opponents, one of whom confessed to his wife (in a captured letter) that "our *moral* was absolutely broken. In spite of unheard-of sacrifices, we have achieved nothing."

The Germans have been reduced to the use of their military bands as a means of keeping up their spirits and inspiring them with martial ardour before advancing to the

fray, after hurling towards our trenches a terrific hurricane of truly horrible shells. But our indomitable soldiers continue to smile, and smoke their pipes, and sing their songs, and sit tight, and remain unappalled by all the Sodom-and-Gomorra artillery fire which is intended to shatter their nerves with high explosives before the infantry attack is launched. "They seem," says the official narrative-writer at our head-

quarters—and a first-rate one he is, a sort of Napier, in fact, in his way, worth half-a-dozen war correspondents—"they seem to have relied on doing this with us; but they have not done so, though it has taken them several costly experiments to discover this fact. From the statements of prisoners, indeed, it appears that they have been greatly disappointed by the moral effect produced by their heavy guns, which, despite the actual losses inflicted, has not been at all commensurate with the colossal expenditure of ammunition, that has really been wasted. By this it is not implied that their artillery fire is not good. It is more than good; it is excellent. But the British soldier is a difficult person to impress or depress, even by immense shells filled with high explosive which detonate with terrific violence and form craters large enough to act as graves for five horses. The German howitzer shells are 8 in. to 9 in. in calibre, and on impact they send up columns of greasy black smoke. On account of this they are irreverently dubbed 'Coal-boxes,' 'Black Marias,' or 'Jack Johnsons' by

the soldiers. Men who take things in this spirit are, it seems, likely to throw out the calculations based on loss of *moral* so carefully framed by

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LEADERS OF THE FRENCH ARMY: FOUR GENERALS WHO HAVE MADE THEIR MARK.

From left to right the four officers are: General Michel, General Joffre, General Gallieni, and General Pau. General Michel is the second in command of the Paris garrison, as assistant to General Gallieni, the Governor and Commander-in-Chief in Paris. General Joffre is, of course, the supreme head, or Generalissimo, of the Allied Forces in France; and the one-armed General Pau—he lost his arm in the War of 1870—is the universally popular Army Corps commander who, after a series of brilliant operations in Alsace, led the new corps from Paris which exerted such influence on the German right wing at the Battle of the Marne.

Photograph by Newspaper Illustrations.





THE WESTMINSTER ABBEY OF FRANCE DESECRATED BY GERMAN GUNS: RHEIMS CATHEDRAL; AND RUINS OF THE ARCHBISHOP'S PALACE.

The towers and the main structure of Rheims Cathedral still stand, but the exquisite architectural detail, the windows, and the roof have suffered grievously from the German shells and the fire they caused. The Germans alleged as an excuse for their egregious vandalism that the French had used the towers for military observation. This was denied by the priests of the Cathedral, who state that the French

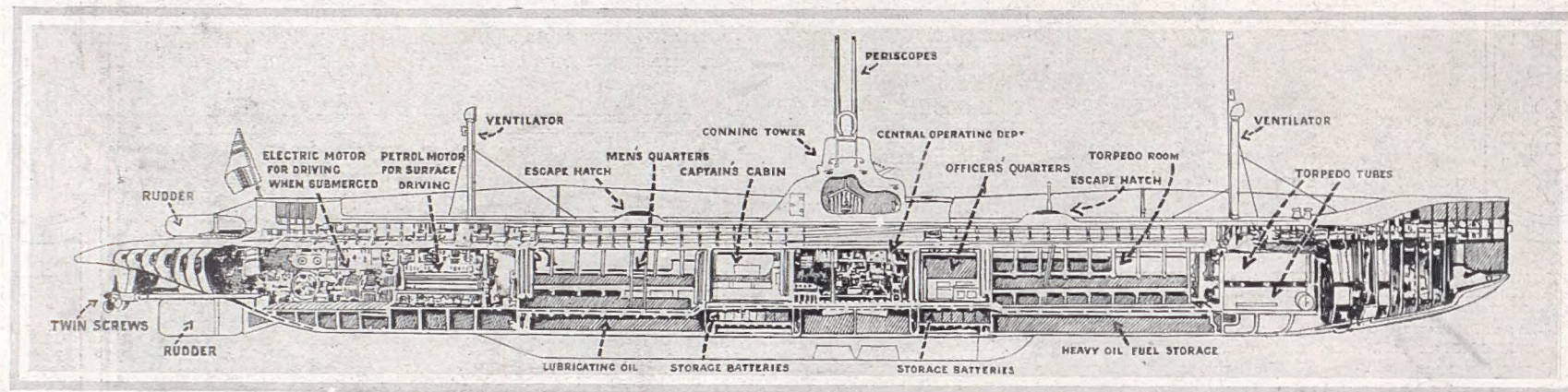
did place a searchlight in the belfry, on September 12, but removed it after an agreement with the German staff, and that no French officer had since used the building. The German bombardment of September 17-19 was thus quite unpardonable, more especially as the Red Cross flag flew on the towers. The Archbishop's Palace adjoining the Cathedral was completely destroyed.—[*Photograph by C.N.*]



the German military philosophers." The above passage should be framed in gold, or at least surrounded by laurel leaves. No wonder that Sir John French, after about a week's fighting on the Aisne, should have addressed to his heroic army a special Order of the Day in which he said that he once more had to express his "deep appreciation of the splendid behaviour" of all ranks under his command, and that "I am unable to find adequate words in which to express the admiration I feel for their magnificent conduct." It is safe to say that a compliment of this kind has never before been paid to any British army in the field; but, anyhow, no British army ever did more to deserve it. That is Sir John French's retort to the Kaiser's sneer at his "contemptible little army."

at anything in order to gain victory. A large number of the tales of their misbehaviour are exaggerations, and some of the stringent precautions they have taken to guard themselves against the inhabitants of the areas traversed are possibly justifiable measures of war. But at the same time it has been definitely established that they have committed atrocities on many occasions, and been guilty of brutal conduct."

What other language could be employed to describe their Hun-like behaviour in Belgium, their burning down of some of its most famous cities, including Louvain, their wanton bombardment and partial destruction of Rheims Cathedral, their barbarities vouched for by an official Belgian Commission, their gross misuse of the Red Cross and the white



THE HIDDEN DEATH OF NORTH SEA WARFARE: A GERMAN SUBMARINE—IN SECTION.

A remarkably interesting section of a German submarine is illustrated on a double-page of this issue. The above is a key to it.

Not only, however, has this army distinguished itself by its bravery, but also by its humanity, and in this latter respect proved itself to be far superior to its antagonists. There is an overwhelming body of evidence that the Germans, while not denied the exercise of kindness in many cases to our wounded, are waging this war, on the whole, by methods practised only by barbarians. On this head the statement of Sir John French, or at least of his official "Napier," is irrefutable and conclusive.

"The Germans," he says, "are a formidable enemy. Well trained, long prepared, and brave, their soldiers are carrying on the contest with skill and valour. Nevertheless they are fighting to win anyhow, regardless of all the rules of fair play, and there is evidence that they do not hesitate

flag, their advancing to the attack behind a shield of French prisoners, the holding up of their hands as a sign of surrender to entrenched British troops and then their sudden opening fire at point-blank range, their dropping of bombs on cities, their looting and merciless exactions which have already run into many millions sterling—and, in general, the terrible measures of severity by which they seek to inspire the communities under their mailed fists with the fear of death?

Such truculent terrorism was never heard of; but in this respect, perhaps, the cake was taken by the commandant of a region near Liège, who, among other despotic things, ordained (with a savage curse and a crunching grind of his teeth) that all the people should show respect to

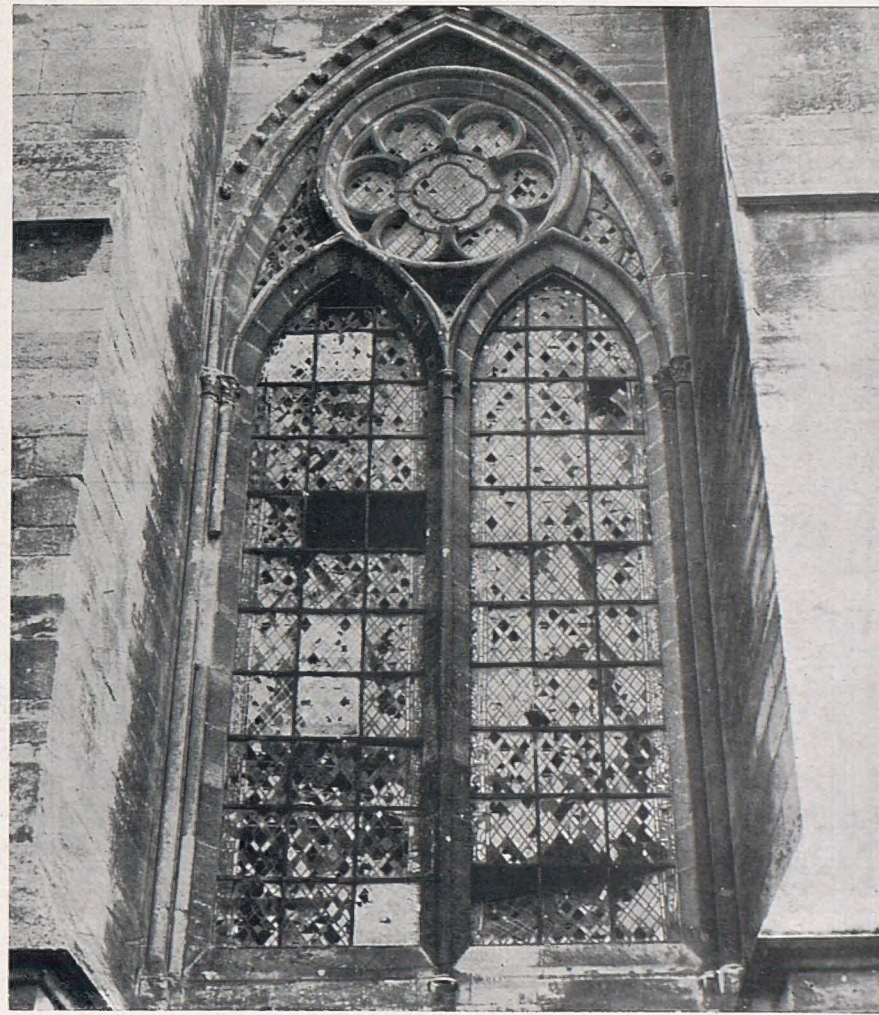
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THE WRECK OF RHEIMS CATHEDRAL: INTERIOR MASONRY SHATTERED BY GERMAN SHELLS.

Although the main structure of Rheims Cathedral is intact, grievous damage has been done to the historic shrine which was the ancient crowning-place of the French Kings. This damage is, of course, irreparable, for, though new work may be substituted for the old, the beautiful mediæval carvings and the priceless glass of the shattered windows can never be brought back to existence. The famous



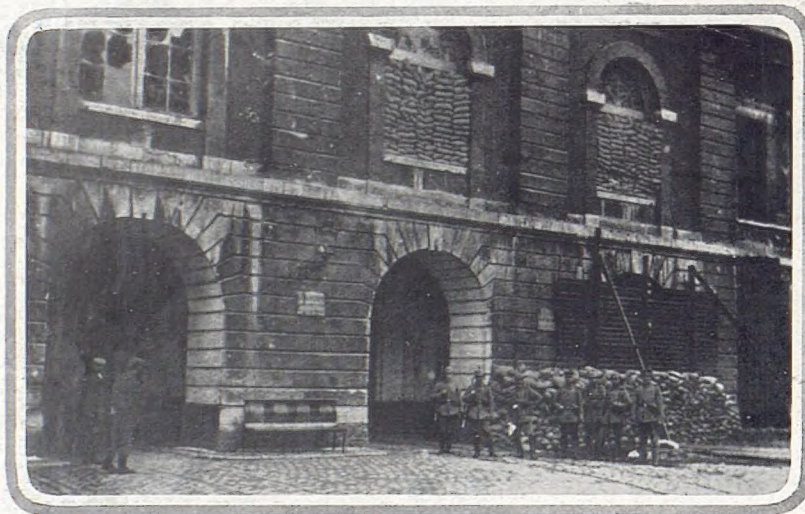
SHATTERED BY GERMAN BULLETS: A WINDOW OF RHEIMS CATHEDRAL.

stained-glass windows nearly the whole length of the transept on the north and south sides have been destroyed, including some that dated from the thirteenth and fourteenth centuries. Part of the famous rose window was also broken. The left-hand photograph shows fallen masonry and other damage inside the Cathedral; that on the right-hand a window riddled with shot.—[*Photograph by C.N.*]



German officers by taking off their hats and bringing their hands to their heads in a military salute. "In case of doubt whether an officer is in question," it was added, "any German soldier should be saluted. Anyone failing in this must expect a German soldier to exact respect from him by any method." So that the Germans, boasting themselves to be highest apostles of "culture," would appear to have gone back to the days of Gessler and William Tell—who could at least shoot straight, whereas this military virtue, by common consent of all our gallant "Tommies," must be denied to the "modern Huns."

Our casualties on land have been very heavy, the loss in officers alone being 1100 killed, wounded, and missing during the first month's fighting, or two in five; but, on the other hand, during a fortnight's desperate warfare between the Aisne and the Oise it has mainly been due to our dogged resistance that the enemy has not only been unable to advance, but gradually forced to fall back; and with the arrival on the scene of our Indian contingent, whose partial dis-



RUMOURED TO HAVE BEEN SHELLED BY GUNS PLACED ON SITES PURCHASED BY GERMANS YEARS BEFORE: MAUBEUGE—THE BARRACKS AND GERMAN SOLDIERS.

It was reported recently that the sites used for the German heavy guns which shelled Maubeuge had been purchased by Germans years before, ostensibly for building factories. One such site, it is said, was bought by Frederick Krupp.—[Photograph by C.N.]

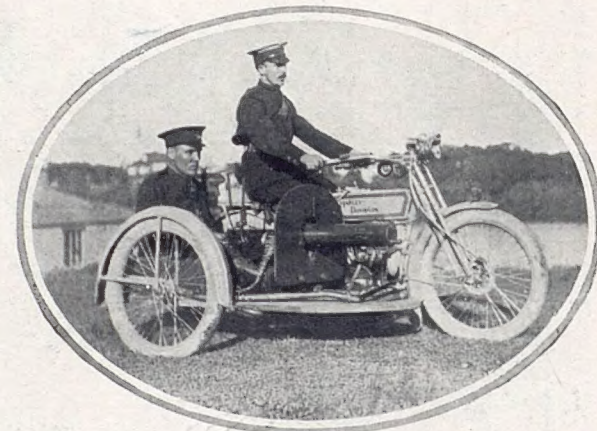
embarkation at Marseilles was announced at Dublin by Mr. Asquith, we may reasonably hope that it will play a flanking rôle on the Somme similar to that of Blücher at Waterloo and of the Crown Prince's army at Königgrätz.

Small wonder that the German cruiser *Emden* was able to run riot in the Bay of Bengal, seeing that all our available war-ships on the Indian Station must have been needed to escort our troop-transports from Bombay to Marseilles. But the most significant aspect of the *Emden's* bombardment of Madras was that it knew exactly where to train its guns on our oil-tanks—a proof that it had been preparing in peace for all the eventualities of war, just as our own daring airmen also knew where to drop their bombs on the Zeppelin sheds at Düsseldorf.

The loss of three of our cruisers in the North Sea—now no longer the German

Ocean, just as St. Petersburg has been changed to Petrograd—was a cruel blow, not on account of the ships themselves, but the gallant lives involved in their destruction; and it is comforting to be told by the First Lord of the Admiralty that "our submarines are now blockading the very throat of the Elbe." Our hand is also on the throat of Germany's colonial empire, squeezing the life out of it, and soon it will be a thing of the past—this edifice which took its architects thirty long years to build. Austria, too, is gradually crumbling away before the Russian assaults, while Italy seems nearer than ever to co-operation with the Allies; and, on the whole, the present situation must be pronounced to be distinctly unfavourable to the *hostes humani generis*, or German foes of the human race.

LONDON, SEPTEMBER 27.



MORE MOBILE THAN OTHER ARTILLERY: A CANADIAN SIDE-CAR MOTOR-CYCLE CARRYING A MAXIM.

The motor-cycle here shown, with a Maxim-gun mounted on a side-car chassis, was designed by Quartermaster-Sergeant H. R. Northover, of the 90th Canadian Militia Regiment. It can travel over forty miles an hour, or, if desired, at 4 m.p.h., the pace of infantry.

Photograph by Rodger.





WITH VERY CLEAR-CUT SMOKE-CLOUD: BELGIAN HEAVY FORTRESS-DEFENCE GUNS IN ACTION.

Our photograph shows a battery of Belgian heavy fortress-guns in action, mounted on the permanent works of a fort such as those which form the outer defences of Antwerp. Most of the artillery of the Belgian Army, both field and fortress, is of the Krupp type. It will be remembered that after the German occupation of Brussels, when the bombardment of Antwerp was expected, the statement was

made that some of the Antwerp forts were without their guns, which were to have been of exceptional power and of a new type, in consequence of Krupp's having purposely delayed the delivery of their armaments, although the order had been given in ample time for the guns to have been forthcoming. The deficiency has since been made good.—[*Photograph by Sport and General.*]





TYPES OF THE BRITISH ARMY: NO. IV. CAVALRY—WHEELING

Our cavalry regiments at the front have taken full advantage of every opportunity for distinguishing themselves that has come their way. Sir John French, also, for his part, has repeatedly drawn attention in his despatches to the brilliant work that they have done. One of his earlier references to the British cavalry, it will be remembered, spoke of how, from the very outset of the operations on the Belgian frontier, our

horsemen had established an "individual ascendancy" over the German cavalry, proving themselves on every occasion the better man for man. And letters from the battlefield bear Sir John French's commendation out in detail, in addition to the narratives and descriptions from eye-witnesses that have reached home of specific exploits by the British cavalry; the taking of ten guns at St. Quentin, the charge in the street at

INTO  
Mons  
battle  
the es  
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INTO LINE FOR A CHARGE AT THE BATTLE OF THE MARNE.

Mons of our Hussars on the German Cuirassiers, the heroic courage of the 12th Lancers in more than one battle. Sir Philip Chetwode, of the Fifth Cavalry Brigade, it was who spoke of his troopers going through the enemy "like brown paper." Our illustration shows one of our cavalry regiments in the act of wheeling into line under fire, preliminary to charging. Cavalry invariably charge in line, formed up two-deep, with

the officers in advance. Four "troops," each of an officer and thirty-two men, comprise a squadron, and three squadrons make a regiment. A squadron when formed up and ready to charge extends over a line about 64 yards long. A regiment in attack formation has a front of over 200 yards long, allowing for intervals between the squadrons.—[Drawn by R. Caton Woodville.]



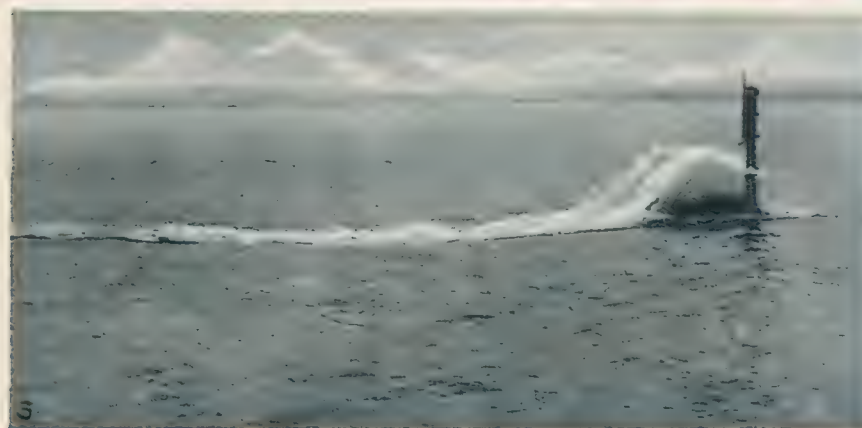
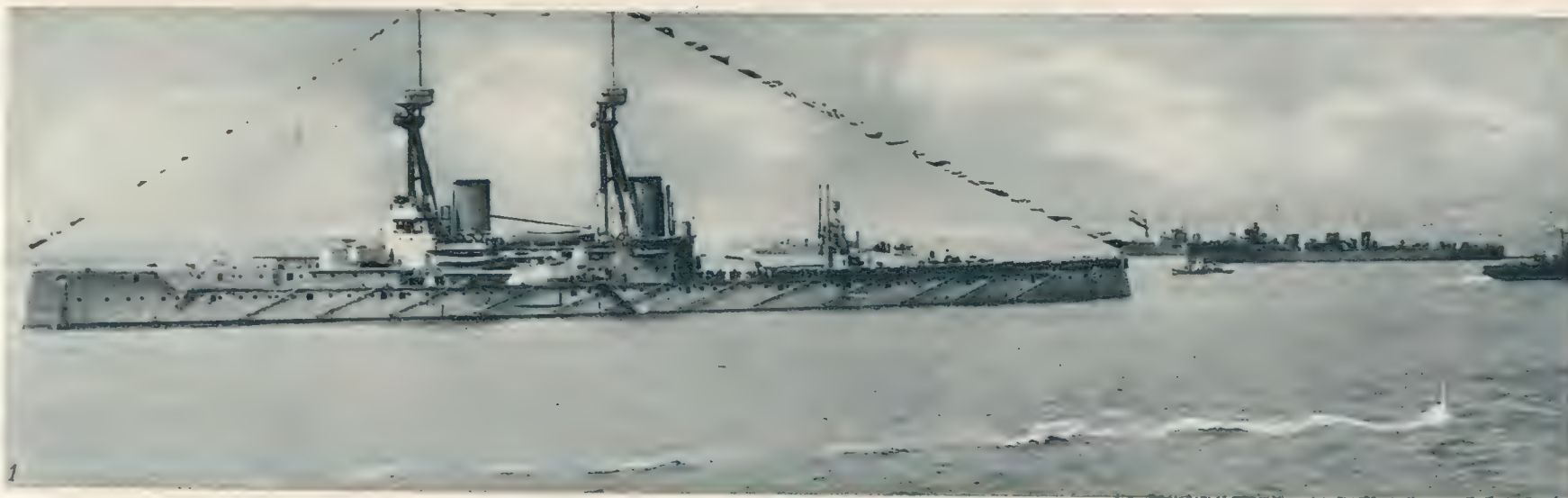


NAVAL ACTION: A SUNKEN GERMAN COMMERCE-RAIDER; AND BRITISH CRUISERS TORPEDOED BY SUBMARINES.

The German commerce-raider "Cap Trafalgar" (No. 1), which was engaged off the East Coast of South America and sent to the bottom, after a sharp action lasting an hour and three-quarters, by the "Carmania," a British Cunard liner, of practically the same tonnage, speed, and gun-power, similarly converted and armed as an auxiliary-cruiser—belonged to the German Cap Line of steamers. She was

a brand-new vessel, launched only last year, and was the finest, largest, and most luxuriously fitted of her fleet.—The "Hogue" (No. 2), "Cressy" (No. 3), and "Aboukir" (No. 4), the victims of a German submarine attack in the North Sea on September 22, were sister-ships. They were armoured-cruisers of the earliest type, from fourteen to sixteen years old.—[Photographs by Cribb and Symonds.]





THE INVISIBILITY OF SUBMERGED SUBMARINES: THE SLIGHT SIGNS WHICH BETRAY UNDER-WATER CRAFT IN CALM WEATHER.

Apropos to the torpedoing by German submarines of the "Aboukir," "Hogue," and "Cressy," these photographs will help to illustrate the difficulty of discovering under-water craft running submerged. No. 1 shows all that is visible at a short distance of a submarine approaching with only some eighteen inches of her periscope above water (the normal depth of submersion in such circumstances). Merely a

slight streak of spray in the wake of the periscope, like a breaking wave-ripple, is all that is visible from a ship's deck. Submarines as in Nos. 2 and 3 would appear, at a distance, like a half-covered reef awash: in the case of No. 3 a reef with a beacon-pole on it. No. 2 shows a submarine moving on the surface in a heavy swell; No. 3, one with its periscope half-exposed.—[Photographs by Cribb.]





CREDITED—BY GERMANY—WITH HAVING SUNK THE "ABOUKIR," "HOGUE," AND "CRESSY" SINGLE-HANDED: THE GERMAN SUBMARINE "U 9."

A recent Amsterdam telegram stated that the attack upon the three British cruisers, "Aboukir," "Hogue," and "Cressy," according to unofficial reports from Berlin, was made by the "U 9" acting alone, and added that the story that five German submarines were in action, and that three were sunk, is declared to be false. This is opposed to the statement of survivors from the British cruisers, who

believe that at least three, and possibly four, five, or more submarines were concerned. The "U 9" belongs to the third class of German submarines, dating from the earliest. These boats are understood to be of about 400 tons, with a surface speed of 15 knots, and to be armed with three or four torpedotubes. In our illustration the "U 9" leads the way.



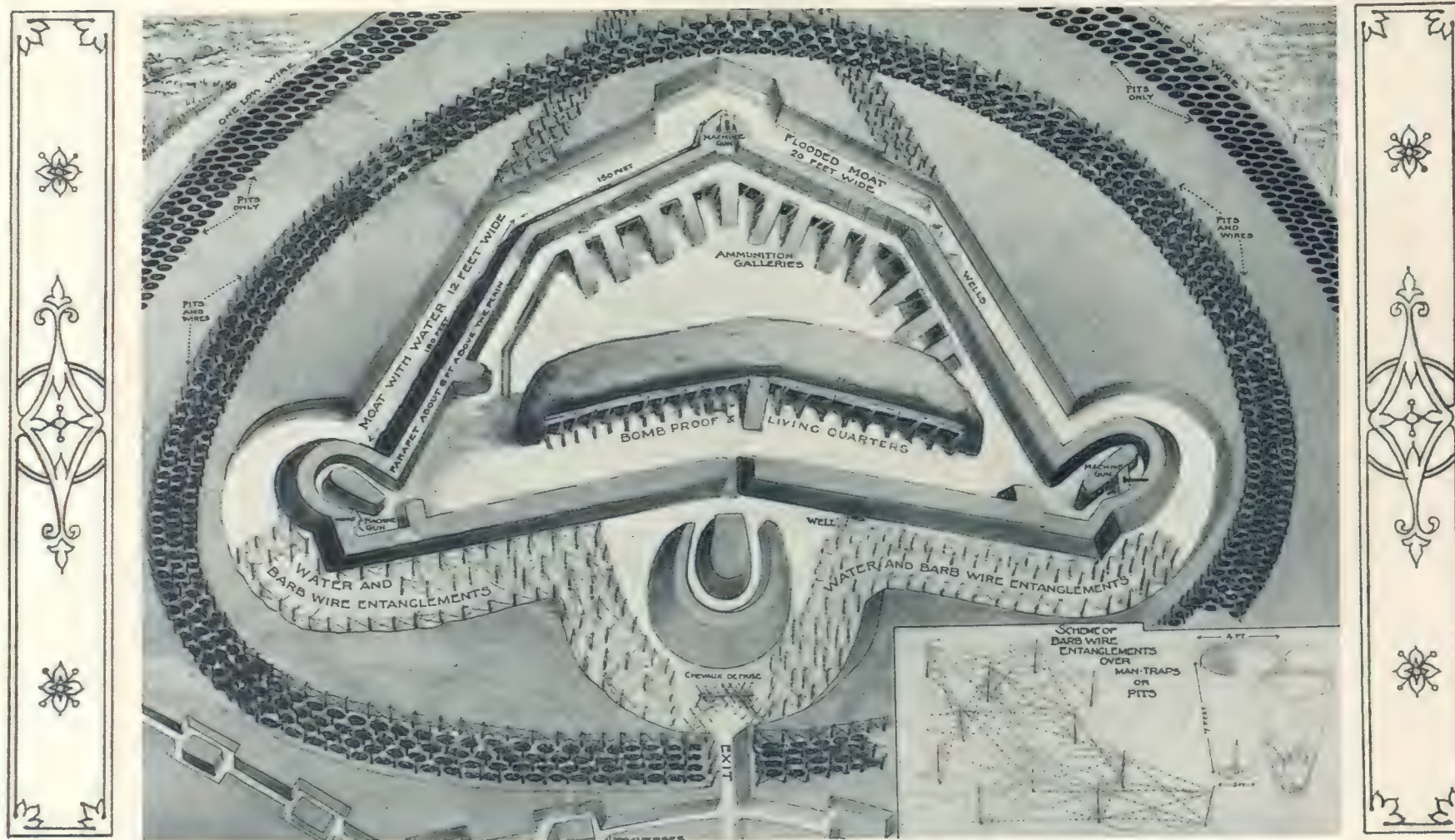


SWEEPING THE NORTH SEA UP TO AND INTO THE HELIGOLAND BIGHT: THE BRITISH DASH TO A PLACE WITHIN THE ENEMY'S WATER.

An officer writes: "I beg to forward a sketch of the last dash to a certain place, which proved the truth of the claim made by the Admiralty later, that there were no enemy's squadrons in the North Sea. At an early hour of the morning, led by a light cruiser, we proceeded at 23 knots to take up certain positions well within the enemy's water. It was a most impressive sight. We soon ran into

tropical rain, which entirely hid us, but made it most uncomfortable. The sight of the leading division's silhouettes, with their white bow waves and wakes in vivid contrast, made the sight a fine one. The fact that we might at any moment 'bump up' against the enemy's torpedo-craft certainly added to the excitement somewhat."—[Facsimile Sketch by a Naval Officer.]





**OBSTACLES THE GERMANS WOULD MEET IF INVADING RUSSIA: A FORMIDABLE RUSSIAN SEMI-PERMANENT REDOUBT ON A LEVEL PLAIN.**

Although at present there seems to be more likelihood of the Germans having to act on the defensive against the Russian invasion than of such a state of affairs being reversed, yet it is interesting to examine the type of fortifications, here illustrated, which are employed by the Russians in a position on a level plain. It will be observed that they make a very extensive use of man-traps—spiked pits

dug in the earth in conjunction with barbed-wire entanglements. That the Russian troops are as good in attacking as in defending fortifications has been well shown in the war. On the 22nd they captured the important Galician stronghold of Jaroslav, and it was expected that the fortress of Przemysl would soon after be isolated, thus enabling the Russian forces to advance on Cracow.





VERY LIKE A SERIES OF GROUSE-BUTTS! GERMAN BUSH-SCREENED SHELTER-TRENCHES AT THE BATTLE OF THE MARNE.

Our illustration will help in giving one the reason for the protracted nature of the fighting along the Aisne and why the Germans have been able to offer so tenacious a resistance. The way in which they literally dug themselves in everywhere, we see here: making elaborate shelter-trenches deep enough to cover men to their arm-pits, and enable them to fire on a level with the ground, with emergency

protection, further, against enfilade fire. To conceal the trenches leafy branches were planted in front so as to look like ordinary clumps of bushes, between the stems of which the men fired, the smokeless powder used materially aiding the concealment. The visual effect of the bush cover at a little way off is well shown by the two trenches towards the centre of the picture, which are so screened.





KILLED DURING THE DESPERATE FIGHTING IN FRANCE : DEAD ARTILLERY HORSES AND MEN ON A ROAD.

This is, of course, merely a corner in one part of the vast battlefield over which the tremendous conflict of the Aisne has been raging without intermission for over a fortnight. Imagine our own fields and roads over a space equal to, say, the distance between London and Bristol, strewn everywhere with dead and wounded! That may give some idea of the wide expanse over which the titanic battle has

been going on. In places the dead are lying in twos or threes, or singly, men struck down by stray shells or random musketry at long range; at others, where detachments have come in collision, in twenties or thirties; elsewhere again, where assaults in force or counter-attacks were delivered, in rows and heaps of slain, by hundreds.—[Photograph by Underwood and Underwood.]





AFTER A MOTOR-RAID ON THE TOWN: GERMAN DEAD NEAR THE BRIDGE OVER THE AISNE AT SOISSONS.

Terrible as the death-roll among our officers and men at the front has been, it will prove, there is excellent reason to believe, much less than the fearful casualty list that is daily accumulating on the German side, according to details disclosed in the official narrative sent from Sir John French's headquarters and published by the Press Bureau. In that of September 25, for example, the German

regiments are described as being "decimated by our rifle fire." Adds the official announcement of the losses among German officers, after the battle of Montmirail, "one regiment lost 55 out of 63 officers." Some of the heaviest fighting at the commencement of the battle of the Aisne took place at Soissons, where the British crossed the river.—[Photograph by C.N.]



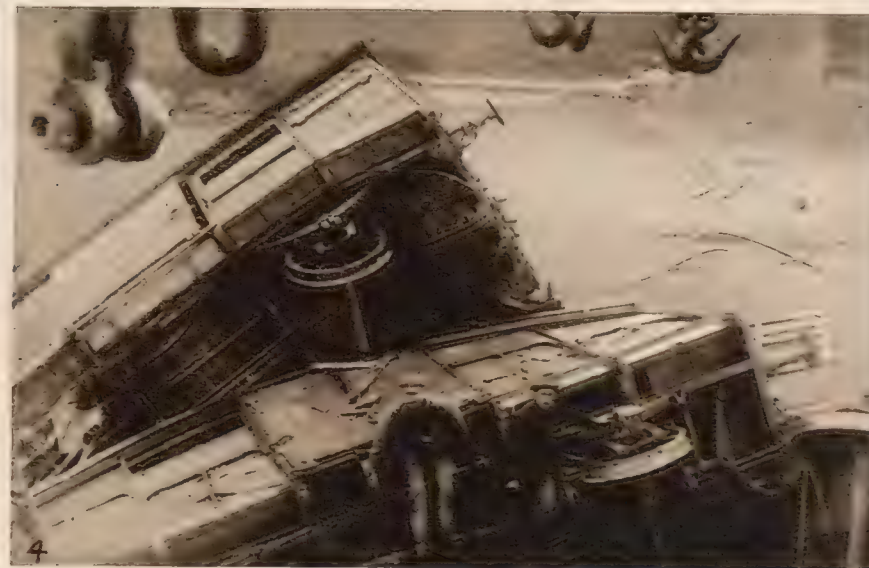


THE NEAREST POINT TO PARIS OF THE GERMAN INVASION: HAVOC AT SENLIS; AND TRACES OF THE GERMAN RETREAT.

Senlis, only twenty-seven miles from Paris, after first being visited by an armed German motor-car, whose occupants shot a sentry, was entered by the Germans in force on September 5. It is alleged that they shot a tobacconist, who had struck a German soldier, it is reported, and that upon some Germans were fired on from windows. As a penalty, the Germans shot the Mayor,

their hostage, and turned their guns on the town. While the work of destruction was proceeding, the Turcos arrived and drove them out. The photographs show (1) a mansion at Senlis burnt out; (2) a looted piano abandoned by the Germans after the fight; (3) French Zouaves burying German dead; and (4) the blown-up bridge of St. Maxence over the Cize. — [Photos. Rel, and Underwood and Underwood.]





A MORBID TASTE PUNISHED BY GRAVE-DIGGING: SOUVENIR-HUNTERS ON THE BATTLEFIELD; AND A RED CROSS TRAIN WRECKED BY GERMANS.

The French military authorities are repressing the collection of souvenirs on the stricken field. People who have motored out from Paris—some of them women—to see what a modern battlefield looks like before the dead are buried, have been made to dig graves. Souvenir-hunters are seen at work in Photograph No. 1 at Senlis (2) at Nanteuil; and (3) at an abandoned German motor-car. Photograph 2

also shows the type of German trenches in small separate sections, each rather like a grouse-butt. That shown here is shallower than the one illustrated on another page. Photograph 4 shows the wreck of a French Red Cross train carrying wounded at a bridge which, the photographer says, was blown up by Germans as the train crossed.—[Photos. C.N. Newspaper Illus., and Underwood and Underwood.]





**FLIGHT-LIEUTENANT COLLET'S DARING: THE BOMB-DROPPER'S WEAPON; AND OBJECTIVES OF THE BRITISH AERIAL RAID INTO GERMANY.**

The Admiralty announced on the 24th that "yesterday the British aeroplanes of the Naval Wing delivered an attack on the Zeppelin sheds at Düsseldorf. Conditions were rendered very difficult by the misty weather, but Flight-Lieutenant C. H. Collet dropped three bombs on the Zeppelin shed, approaching within 400 ft. The extent of the damage done is not known. Flight-Lieutenant Collet's machine was

struck by one projectile, but all the machines returned safely." One report stated that five British airmen dropped bombs on the Bickendorf Zeppelin shed near Cologne. The photographs show (1) The Zeppelin shed at Bickendorf; (2) The Zeppelin shed at Düsseldorf; (3) An air-bomb; (4) The method of dropping bombs from aeroplanes; and (5) Flight-Lieutenant Collet.—[C.N., L.N.A., Record, and Birkett.]





SUGGESTING A PICTURE BY VERESHTCHAGIN! GERMANS MARCHING OFF FROM BURNING SENLIS.

On Senlis, near Chantilly, the hand of the German invader fell with devastating fury. Part of the German army, while retreating after the Battle of the Marne, halted there on September 5 and occupied the old cathedral city for a few hours. Infuriated at the conduct of the soldiery, some of the people fired a few shots at Germans in the streets. In revenge—so a report says—the Mayor and other

citizens, held as hostages, were brought out and shot, after which the Germans marched off, and, halting a short distance away, bombarded the houses, pitiless of the fate of the women and children in them. Our illustration shows German infantry marching off in the half-light of early morning darkly silhouetted against the lurid sky of the burning city.





THE HOUGOMONT OF THE GREAT WAR: THE END OF THE FOUR DAYS' "DING-DONG" STRUGGLE FOR THE CHÂTEAU

The Château of Mondement will live in history in connection with the great Battle of the Marne just as Hougomont has been immortalised in the story of Waterloo. Attack and counter-attack raged in and around Mondement, which occupied an important strategic position, throughout four days of the great conflict. The French occupied the château first, and after a fierce assault, the Germans drove them out. The French then brought up their .75 guns, which breached the walls: their infantry rushed through, and recaptured the château. Next day the





CHÂTEAU OF MONDEMENT, AT THE BATTLE OF THE MARNE—THE FINAL AND VICTORIOUS FRENCH ASSAULT.

Germans attacked again, and (to quote the "Times") "a French retirement, after a lull, was turned into a French success. The enemy was not yet broken, and back he came along the ridges and in swarms from the valley, to gain possession of the coveted position for the third time. . . . But the French . . . in a furious wave on the fourth day of continuous battle, swept away the Teuton hordes." The French regiments engaged were the 32nd of the Line and the 231st Territorials, against regiments of Prussian Guards.—[Drawn by H. W. Koekkoek from a Sketch by Frederic Vallers.]





**SHELLED BY THE ERRANT "EMDEN": MADRAS HARBOUR, WHERE FOUR WERE KILLED AND OIL-TANKS BURNT.**

The German cruiser "Emden" appeared off Madras at about 9 p.m. on September 22, and fired several shells into the harbour and the town. Two Indians and a boy in the harbour were killed, and two watchmen at the petroleum works were wounded, one fatally. The batteries replied to the fire of the "Emden," which promptly steamed away. The whole affair lasted about a quarter of an hour. The

chief object of the Germans was, apparently, to destroy the oil-tanks, which are in an exposed position on the open roadstead. Two tanks belonging to the Burmah Oil Company were set on fire and burnt out, with a loss of 1,500,000 gallons. Petroleum works and tanks may be seen in the photograph towards the right, close to the shore and the breakwater.





THE ELUSIVE "EMDEN," SHELTER OF MADRAS: THE MYSTERIOUSLY-MOVING GERMAN CRUISER OF RAID NOTORIETY.

The German light-cruiser "Emden," whose exploits in the Bay of Bengal culminated recently in the dropping of a few shells into Madras, deserves the epithet "elusive" as much as the notorious "Goeben." On September 10 the "Emden" suddenly appeared in the Bay of Bengal, after not being heard of for several weeks, and between the 10th and the 15th she captured seven British merchantmen, sinking

six of them and sending their crews to Calcutta in the seventh, the "Kabinga." Among the vessels sunk were the "Indus," "Lovat," "Killin," "Trabcock," and "Diplomat." A view of Madras Harbour, bombarded by the "Emden" on the 22nd, is given on another page. The "Emden" carries ten 4.1-inch guns, eight 5-pounders, four machine-guns, and two torpedo-tubes.—[Photograph by Stone.]





**SURVIVORS IN STRANGE GARB: SAILORS OF THE LOST CRUISERS IN DUTCH MILITARY AND NAVAL UNIFORMS AND OTHER IMPROMPTU CLOTHING.**

A number of British sailors rescued by the Dutch vessel "Flora" after the sinking of the "Aboukir," "Hogue," and "Cressy," were taken to Ymuiden, in Holland, where they were treated with great kindness, and were provided with clothing. On landing at Ymuiden they received military uniforms and various other garments. Next morning Dutch naval uniforms and cloth caps were served out to

them. The photographs show: (1) Dutch officers at Ymuiden serving out military tunics and other clothes to British sailors; (2) British Marines in Dutch infantry uniform (on the left is one in a Dutch naval jersey and on the right one with British sailor's trousers); (3) Survivors landed in England; (4) and (5) British sailors in Dutch naval uniform.—[Photos. by Newspaper Illustrations and G.P.U. (No. 3.)]



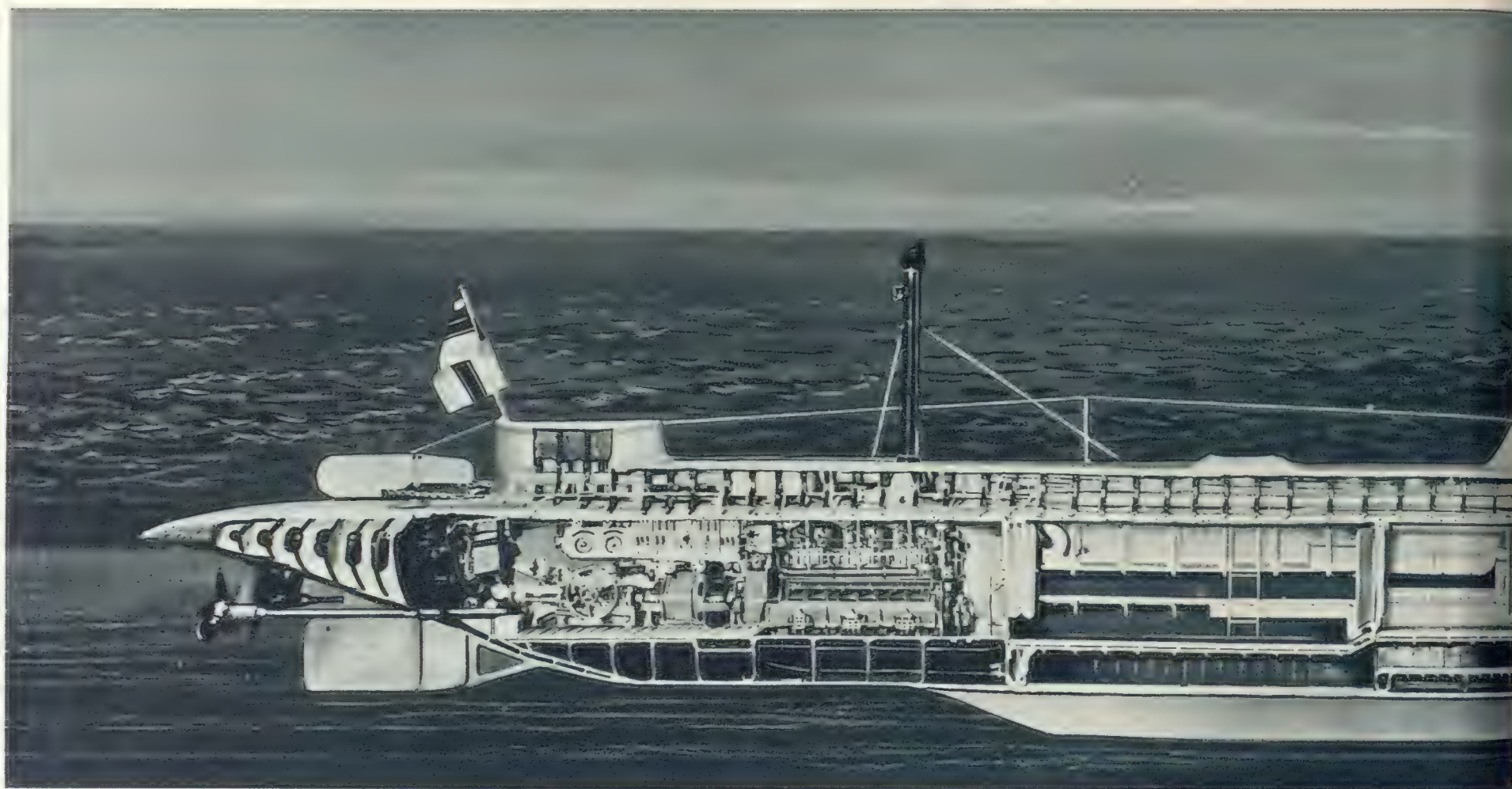


HOW THREE BRITISH CRUISERS MET THEIR END IN THE NORTH SEA: CHARGING A TORPEDO-TUBE IN A GERMAN SUBMARINE.

Most German submarines carry three torpedo-tubes; some later vessels have four. The tubes (as in the boats of all navies) are built into the structure of the vessel, which has, therefore, to be headed exactly in the direction the torpedo is to take—"laid" on the enemy, just as a gun is pointed. A torpedo-tube is simply a metal tube into which the torpedo fits closely, with hinged door-flaps at each

end. The torpedo is slid in, the inner door closed and the outer opened. A valve in the tube is opened by electricity and the torpedo shot out by means of compressed air. A guiding bar holds it until clear of the vessel and starts the propelling mechanism of the torpedo, releasing also the safety-catch of the detonator of the explosive charge.



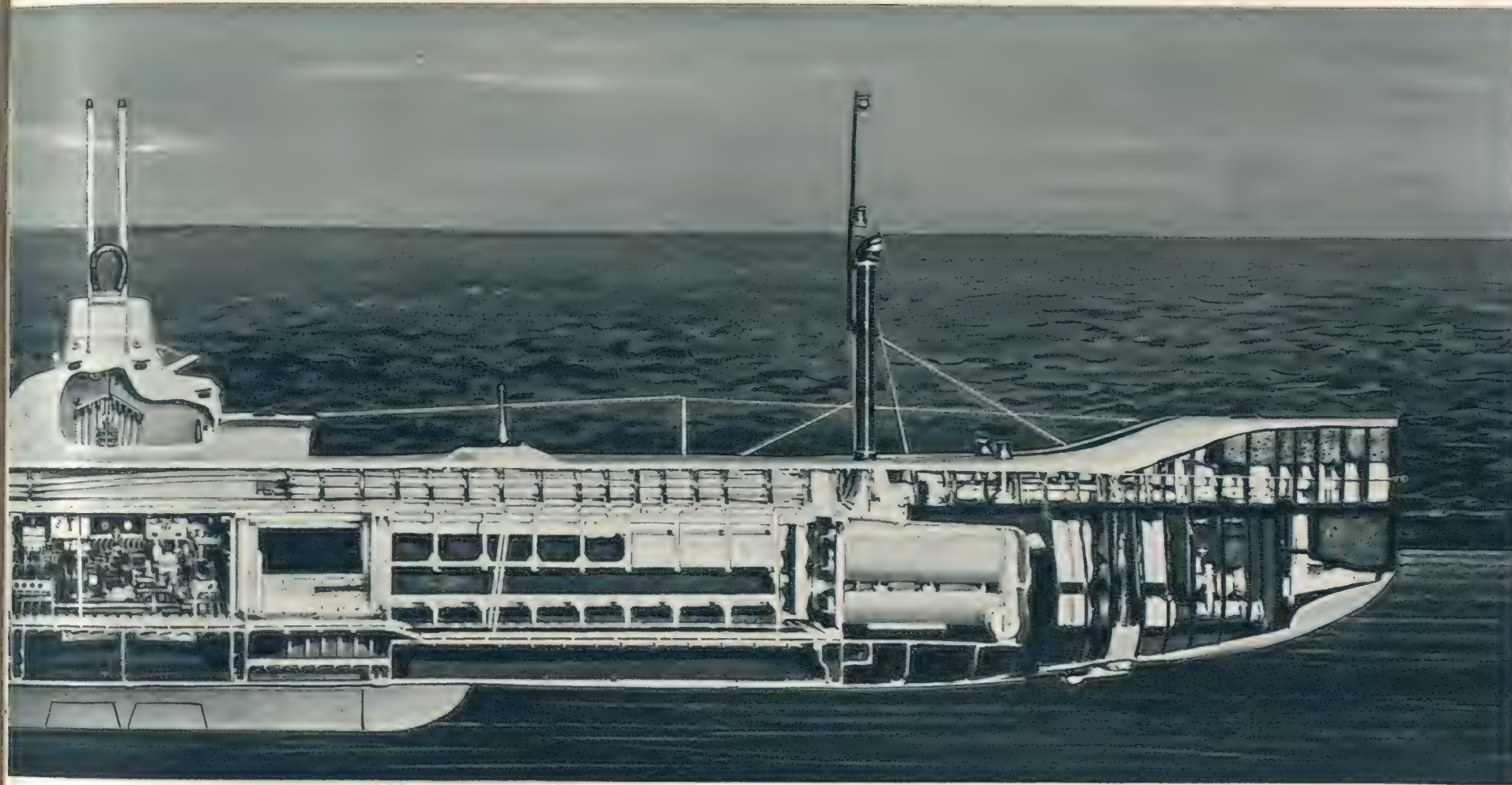


THE HIDDEN DEATH OF NORTH SEA WARFARE: THE INTERNAL ARRANGEMENTS AND STRUCTURAL

In spite of the official reticence observed in Germany for months before the war in regard to the strength of the German submarine flotilla, it is generally estimated that at the end of July some thirty of that class of craft were ready for sea, or practically ready—old boats and new. In addition, upwards of twenty-five submarines are understood to have been in hand, in various stages of construction. The German submarine

establishment comprises vessels of varying sizes and types and capabilities, ranging from early boats suitable only for coast or port defence—craft of from 150 to 200 tons and 9 knots surface speed, armed with two torpedo-tubes and carrying crews of 11 men—to powerful distant-cruising submarines of the most modern design—vessels of 900 tons, with a surface speed of 18 knots and 12 knots submerged, four torpedo-tubes





# FITTINGS OF A GERMAN SUBMARINE EMPLOYED AGAINST OUR FLEET A SECTION.

two at the bows and two at the stern), and manned by 30 officers and men. These new boats all carry guns, two 12-pounder quick-firers, and a light piece on high-angle mountings for defence against aerial attack. There are at least nine of these vessels in service. Our illustration shows the internal arrangement of a German submarine of an earlier type. Constructional details of the latest classes are preserved in

Germany as a jealously guarded secret. It may be added for any who may not know it, that the conventional distinguishing letter "U" one notices in the papers before the flotilla-numbers of German submarines simply means "submarine" - Unterseeboot. A Key giving the fullest possible details of this sectional model will be found on one of our type pages.





**"BLACK MARIA" ARRIVES! A GERMAN HOWITZER SHELL BURSTING, FORMING A GREAT CRATER, AND GIVING OUT MUCH BLACK SMOKE.**

"The British soldier is a difficult person to impress or depress, even by immense shells filled with high explosive which detonate with terrific violence and form craters large enough to act as graves for five horses. The German howitzer shells are eight to nine inches in calibre, and on impact they send up columns of greasy black smoke. On account of this they are irreverently dubbed 'coal-boxes,' 'Black

Marias,' or 'Jack Johnsons' by the soldiers." That testimony comes from an officer of Sir John French's staff, whose narrative has been officially published by the Press Bureau. Our drawing vividly shows the immense craters made by the German howitzer shells and the dense mass of black smoke they make on bursting as they pitch.—[Drawn by H. W. Koekkoek.]





**CAPTURED BY "GENERAL WATER": BELGIANS SALVING A GERMAN GUN ABANDONED IN PURPOSELY FLOODED LAND NEAR TERMONDE.**

It was reported from Antwerp on the 5th that a German force from Brussels had, on the previous day, tried to cut communications with the coast. When the Germans had passed Malines the Belgians opened the dykes, thereby flooding the country; and the enemy, taken by surprise, had to abandon a large quantity of artillery. Belgian forts also opened fire upon them and inflicted heavy losses. The

Germans then attacked Termonde, whereupon the Belgian forts destroyed the river banks, and thus flooded the swampy lands in the neighbourhood of the town. Overtaken by the rising water, the Germans were compelled to climb trees and the roofs of houses. In this undignified position many were taken prisoners. Here, too, of course, they had to abandon guns.—[Photograph by Underwood and Underwood.]





**A SIGN OF THE GREAT RETREAT: REMAINS OF GERMAN MOTOR TRANSPORT - CARS THAT WERE COMPLETELY DESTROYED BY SHELL FIRE.**

Motor-cars of various types have played a very prominent part in the Great War. They have been used by both sides in large numbers, and for many different purposes—for hauling guns, for the transport of provisions and ammunition, for the conveyance of troops (in which case the Germans use large cars fitted with platforms), for bringing back the wounded, and, in the case of armoured cars, for patrol and

scouting work. At an earlier stage in the war a fleet of British transport lorries performed a remarkable feat by charging through a body of German troops when attacked and summoned to surrender. Most of them got through safely. The German transport-cars whose shattered remains are seen in our photograph were not so fortunate, being completely destroyed by French shells.—[*Photograph by Topical.*]





A SIGN OF THE GREAT RETREAT: ANOTHER FLEET OF GERMAN MOTOR TRANSPORT-CARS WRECKED BY SHELLS FROM FRENCH GUNS.

Many instances of the use of motor-cars in the war have been mentioned in recent reports of the fighting in France and Belgium. When defending Soissons, for example, the Germans placed in front of the town four machine-guns mounted on armoured cars. Other cars were used there for a very different purpose—to carry wounded from the battlefield. The armoured motor-car has been employed

with great effect by the Allies. Only the other day Commander Samson, the famous British Naval airman, performed a brilliant exploit with a small armoured-car force against a patrol of Uhlans near Amiens. A number of young Belgian noblemen, and other adventurous motorists, Belgian, French, and British, have done excellent service in cars armed with Maxim guns.—[Photograph by Topical.]





WHERE THE BRITISH TROOPS HAVE SHOWN "MAGNIFICENT CONDUCT . . . SELF-SACRIFICING DEVOTION AND SPLENDID

Sir John French, in his message of September 17, spoke of "the great battle of the Aisne, which has been in progress since the evening of the 12th inst." Of the troops under his command, he said: "I am unable to find adequate words to express the admiration I feel for their magnificent conduct." At the same time appeared a descriptive account, by an officer of Sir John's staff, who wrote: "So far as we are concerned

the action still being contested is the battle of the Aisne, for we are fighting just across that river along the whole of our front." Soissons was the centre of a very severe engagement, and was much damaged by shells from German heavy artillery posted on the heights above. "On Saturday, the 12th," it was stated in an Official Press Bureau report, "the enemy were found to be occupying a very formidable





"SPIRIT" IN THE GREAT BATTLE OF THE AISNE: A PANORAMIC VIEW OF THE SCENE OF THE TITANIC CONFLICT.

position opposite to us on the north of the Aisne. At Soissons they held both sides of the river and an entrenched line on the hills to the north. . . . Working from west to east, our Third Army Corps gained some high ground south of the Aisne overlooking the Aisne valley east of Soissons. Here a long-range artillery-duel . . . continued during the greater part of the day." The Aisne was crossed by the Allies

on the 13th and 14th. The French crossed at Vic and Fontenoy, the British at Soissons, and above it. The Allies then fought their way gradually up the rocky slopes towards the plateaux of Nouvron and Autrèches, where the German position was very strong. Further east the British artillery did excellent work, and on the 18th nine German guns were taken.—[Drawn by W. B. Robinson.]





SHOWING BURSTING GERMAN SHRAPNEL AND FRENCH ARTILLERY FIRE: SOISSONS, WHERE THE BRITISH FORCE CROSSED THE AISNE.

It was at Soissons, where they crossed the Aisne, that the British troops met the most determined resistance from the Germans, who had previously held both sides of the river there. The French Sixth Army, on the British left, gained the southern half of Soissons in the night. German heavy guns posted on neighbouring heights did great damage. An account by a Dutch journalist states that before

it was taken by the Allies, Soissons was held by a regiment of German infantry and ten mitrailleuse batteries. The town, it is said, formed a natural barricade between the two armies, and after the struggle, was in ruins. In the middle of the photograph is seen smoke from exploding German shrapnel: all along at the back is that of the replying French artillery.—[*Photograph by Topical.*]





THE HOUGOMONT OF THE GREAT WAR: IN THE CHÂTEAU OF MONDEMENT AFTER IT HAD BEEN TAKEN AND RETAKEN.

The ancient château of Mondement, to the east of Sézanne, was a scene of terrific hand-to-hand fighting during the Battle of the Marne. The French occupied it first, but had to leave it, after a fierce resistance, being overpowered by numbers. Bringing up artillery, the French then breached the walls and retook Mondement with the bayonet. Fresh Germans then arrived, and the half-destroyed château

was retaken. After that the German officers, fancying themselves securely in possession, turned to banqueting amid the ruins. They were surprised just as they sat down by yet another French attack. Again the French stormed Mondement, and this time they expelled the Germans finally, holding the château thenceforth.—[Photograph by L.N.A.]





"THEY DO NOT HESITATE AT ANYTHING IN ORDER TO GAIN VICTORY": GERMAN SOLDIERS (AND A RED CROSS MAN) AT EASE.

A recent Press Bureau message said: "The Germans are a formidable enemy. Well trained, long prepared, and brave, their soldiers are carrying on the contest with skill and valour. Nevertheless, they are fighting to win anyhow, regardless of all the rules of fair play, and there is evidence that they do not hesitate at anything in order to gain victory. A large number of the tales of their misbehaviour

are exaggerations. . . . But at the same time it has been definitely established that they have committed atrocities on many occasions, and they have been guilty of brutal conduct." The German Red Cross Brigade, by the way, are armed. This is unusual, but is allowed by the Geneva Convention of 1906. The weapons are for the protection of the wounded.—[Photograph by Illustrations Bureau.]





**A DISASTER PARTLY DUE TO "PROMPTINGS OF HUMANITY": THE "ABOUKIR" SINKING AFTER SHE HAD BEEN TORPEDOED BY A SUBMARINE.**

While all honour is due to the officers and men of the "Hogue" and "Cressy" for their heroism in going to the help of the "Aboukir," the event showed that such rescue work may increase the disaster. The Admiralty statement on the subject says: "The natural promptings of humanity have in this case led to heavy losses. . . . It has been necessary to point out for the future guidance of his Majesty's

ships that the conditions which prevail when one vessel of a squadron is injured in a mine-field or is exposed to submarine attack are analogous to those which occur in an action, and that the rule of leaving disabled ships to their own resources is applicable, so far, at any rate, as large vessels are concerned."—[Drawn by Norman Wilkinson from a Sketch by a Survivor.]





HAVOC WROUGHT BY THE GERMAN HEAVY SIEGE-GUNS AT LIÈGE: THE RUINS OF FORT LONCIN AFTER THE BOMBARDMENT.

This photograph gives a vivid idea of the deadly effect of the heavy siege-guns which the Germans eventually brought up against Liège, and which also enabled them to take Namur. The Liège forts were subjected to a terrific bombardment for three days and nights. According to an interesting account of the siege given by the British Vice-Consul at Liège, Mr. J. B. Dolphin, the Germans took possession

of the forts on August 7, the Belgians evacuating them as soon as the Germans succeeded in penetrating into the town. The bombardment, it is said, had rendered the forts practically useless. After taking possession of the forts the Germans set to work to repair them as far as possible in view of a counter-attack by the Allies.—[*Photograph by Alfieri.*]





A FORTRESS WHOSE FALL WAS POSSIBLY DUE TO TREACHERY: WALLS AND A DITCH AT A NAMUR FORT AFTER CAPTURE.

It has been suggested that the early fall of Namur, whose forts had been expected to hold out for weeks against the Germans, may possibly have been due to treachery. Another view is that the Belgian forces, by awaiting the German attack for a week, instead of taking the offensive themselves, under the impression that every day's delay was in their own favour, gave the Germans time to bring up

their heavy siege-guns. The Germans, on their part, having profited by their experience at Liège, did not sacrifice their infantry against the Namur forts, but waited for the siege-guns. Some thirty-two of these, it is said, concentrated their fire on one section of the defences. They outranged the Belgian guns, wrecked the forts, and did terrible work among the troops.—[Photo. by Newspaper Illustrations.]





HOW HE WON THE V.C.: THE LATE CAPTAIN JOHN NORWOOD OUTSIDE LADYSMITH. Conspicuous in the Roll of Honour of the war will be the name of Captain John Norwood, V.C., of the 5th Dragoon Guards, killed on September 5. Captain Norwood, whose home was The Chestnuts, Hayward's Heath, was the first wearer of the Victoria Cross killed in the present war. He won his decoration for gallantry at Ladysmith, where, while in charge of a small patrol, Lieutenant Norwood,



THE FIRST V.C. TO BE KILLED IN THE GREAT WAR: CAPTAIN JOHN NORWOOD, V.C. as he then was, with his party, drew a heavy fire from a large body of the enemy in a strong position. At a distance of 600 yards from the Boers, the patrol retired precipitately. One man fell, and Lieutenant Norwood galloped back 300 yards, at extreme risk, and carried the wounded trooper on his back out of the zone of the fierce fusillade.—[Sketch by the late Melton Prior. Photograph by Vandyk.]





# PRISONERS OF WAR BEING MADE TO WORK IN THIS COUNTRY AND ABROAD: HOW BOTH SIDES USE "MISSING."

On both sides, the prisoners of war are being utilised by their captors, although, as our photographs make clear, the methods adopted on the side of the Allies differ from those of the Germans. Photograph No. 1 shows a party of German soldiers from the prisoners at Camberley camp of detention, near Aldershot, digging trenches just outside their own camp. No. 2 shows Austrian prisoners taken by the

Serbians engaged in harvest-field work near Nisch. Nos. 3 and 4 show, the one, Belgian prisoners being used by the Germans in excavating battlefield shelter-trenches to fortify Brussels against their own countrymen; the other, British prisoners employed on German army commissariat work, in carting forage for the German troops.—[Photos. by Topical, C.N., Newspaper Illustrations, and Alfieri.]



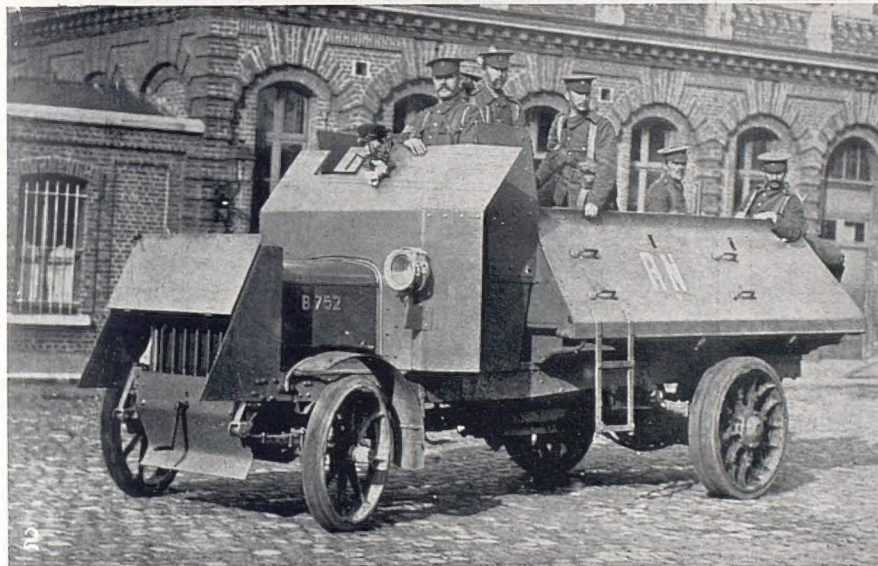
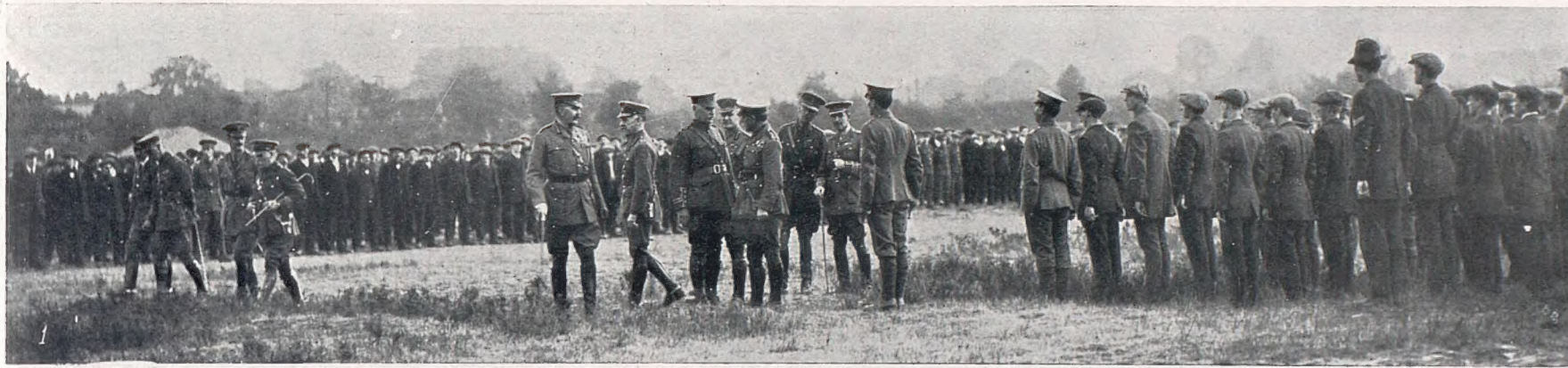


FLYING THE TURKISH FLAG AND IN TURKISH WATERS: THE MYSTERIOUS "GOEBEN" AND "BRESLAU" LOCATED.

Our illustration goes far towards solving an international mystery. It shows the "Goeben" and "Breslau" in Turkish waters under the Turkish flag. The "Breslau," under her Turkish name of "Midilli" is the four-funnelled ship on the left; the two-funnelled "Goeben" ("Yavanz" is her Turkish name) lies astern towards the centre of the photograph. Everybody has heard the picturesque story

of how the two German ships, after bombarding some small French Algerian ports and coaling in Sicily put to sea with every show of giving battle, only to turn tail and run for the Dardanelles, chased by a small British cruiser, the "Gloucester." They were sold to Turkey on arrival, and have since remained inactive except for passing in review before the Sultan with the Turkish fleet.—[Photograph by Record Press.]





LAND AND AIR WARFARE: "K. OF K."; RECRUITS; AND COMMANDER SAMSON, R.N., AND HIS ARMoured MOTOR-CAR.

Lord Kitchener loses no opportunity of showing his appreciation of his new army of recruits, and on Saturday, in addition to attending the King and Queen during the inspection of 140,000 recruits at Aldershot, reviewed recruits in the Durham, Yorks, Cornwall, and Somerset regiments, at the Inkerman Barracks, Woking. (1) These recruits are already alert and eager for work, and elicited commendation

from the Secretary for War. A British R.N. armoured-motor (2) is not a thing of beauty, but its ugliness is redeemed by its work. The motor is that in which Commander Samson made his famous dash among a party of Uhlans. Commander Samson (bearded, in the centre of No. 3) was photographed in France with a group of British airmen and officers.—[Photographs by Sport and General, and C.N.]





**"ABSOLUTELY ONE PIECE WITH THEIR HORSES": SPAHIS OF FRANCE'S ARMY—FRATERNISING WITH ALLIES.**

The French 19th Army Corps ordinarily garrisons Algeria and Tunis, where certain of its regiments are recruited from the native races. The Zouaves (Frenchmen enlisted in France) have their quarters there, as have the Turcos (natives), the Chasseurs d'Afrique (the mounted counterpart of the Zouaves), and the Spahis, of whom our photographs show typical officers and men. The Spahis are light cavalry,

officered by Frenchmen, as we officer our Indian cavalry. Photograph No. 1 shows a Spahi dismounted engaged in a street skirmish; No. 2 is a mounted Spahi. In No. 3 we see British soldiers fraternising with Spahis; and in No. 4 a British Naval Lieutenant and bluejacket shaking hands with a French Lieutenant of Spahis and another cavalry officer.—[Photographs by C.N., and International Illustrations.]